



MEETING SUMMARY

TRANS-LAKE WASHINGTON PROJECT EXECUTIVE COMMITTEE MUSEUM OF HISTORY AND INDUSTRY, SEATTLE, WA JANUARY 30, 2002 — 1:00 – 5:00 P.M.

INTRODUCTION, WELCOME, AND AGENDA REVIEW

Aubrey Davis, chair, opened the meeting, stating that the purpose would be to reach agreement on alternatives to be carried forward in environmental review. Decisions include the number of lanes to be studied; the location of high-capacity transit; and the inclusion of community enhancements (lids). To provide input on making these decisions, public comments will be invited, and summaries of input presented from the January 2002 open houses and the Advisory and Technical Committee meetings (January 9, 2002 and December 12, 2001), respectively.

Pat Serie, EnviroIssues, introduced Dan Mathis, from the Federal Highway Administration. All voting Executive Committee members were in attendance except Harold Taniguchi, King County, due to illness. Jack Crawford was represented by his alternate, Joni Earl, Sound Transit. Anne Fiske-Zuniga had replaced Daryl Grigsby, City of Seattle. There were no changes to the agenda.

PUBLIC COMMENT

Henry Paulman, TRUST secretary, urged that a north crossing (from Sandpoint to Juanita) be included in the project EIS. This northern crossing would match public demand from the north and would connect to the road system without difficulties. The Trans-Lake Washington study eliminated this proposal, based on incomplete technical information. The EIS process requires the inclusion of technically feasible concepts and the northern crossing is technically possible.

Kevin Shively, Transportation Choices Coalition, commented on pricing issues and the importance of TDM programs. He encouraged the project to go beyond pricing for the project EIS and look at having a regional TDM strategy for SR-520 and I-90, among other corridors.

Ted Lane, N.O.I.S.E., is concerned that major impacts on neighborhoods will emerge in the process and not be dealt with up front. The noise baseline has not been concluded and there has not been any analysis of noise generated from increased traffic and increased vehicle speeds. He recognizes that the 8-lane facility was redesigned to alleviate apparent I-5 gridlock; the alternatives should be designed to eliminate impacts on the communities before they are studied in the EIS. In an effort to move the Trans-Lake Project forward and facilitate the selection of

alternatives to go into the EIS, the following neighborhood impact information needs to be made explicit. [As written]:

- Neighborhood noise impacts, with impacts measured using the 65 L_{DN} at 25 feet above the surface noise standard proposed by NOISE;
- Air quality, with impacts measured against a CO baseline collected in Seattle neighborhoods not affected by SR-520/I-5 traffic;
- Particulate matter, with impacts measured against a particulate matter baseline collected in Seattle neighborhoods not affected by SR-520/I-5 traffic;
- Water quality, measured by any changes in the amount of run-off going into waters that abut Seattle's shoreline;
- Right-of-way impacts, with impacts measured by any expansion in the surface area of the existing SR-520/I-5 corridor's right-of-way;
- Parkland, with impacts measured by any net loss of park lands in Seattle;
- Neighborhood streets, arterials and intersections, with impacts measured by increases in neighborhood traffic volumes;
- Visual effects, with impacts measured by any new elevated structures; and
- Neighborhood connectivity, with impacts measured by any street openings/closures that increase/decrease pedestrian movement between neighborhoods.

Ted Lane believes some of the alternatives have the potential to relieve some of the impacts. The next two months should be spent studying the quality of life impacts from alternatives and the alternatives should be redesigned if there are significant impacts. Neighborhoods should be treated with equality on either side of Lake Washington. He is concerned that alternatives adopted today might result in horrendous impacts that the communities would have to deal with in the mitigation process. Information about positive or negative impacts on Seattle neighborhoods must be made available before the final EIS alternatives are selected. This statement was approved and endorsed by the elected officers and/or boards of directors of the following organizations: Portage Bay/Roanoke Park Community Council; Montlake Community Council; Madison Park Community Council; Laurelhurst Community Council; Canterbury Shores Council; N.O.I.S.E.; Roanoke Park Neighborhood Beautification Project; and Eastlake/North Capital Hill Business Association.

Jonathan Dubman, Montlake Community Council Transportation Chair, has participated in this project from the beginning. He recommends that the 6-lane alternative stay within the right-of-way and not include a second Montlake Cut crossing through a bridge or tunnel. He believes the combination of cost and environment would be so severe that the second crossing would not be possible. Sound Transit made the mistake of trying to build the Portage Bay tunnel; that should be avoided in this project.

Philip Grega, Seattle citizen, advocated TDM policies, especially the proven policies. He urged that the project consider commute trip reduction programs, increasing parking fees; and implementing TDM on a regional basis (supported also by Maggi Fimia and the Puget Sound Regional Council). There is a great need for freight movement improvements on both I-90 and SR-520; and safety concerns with HOV lanes. New destinations for freight should be considered.

Roger van Oosten, Montlake resident, was surprised at the careless approach to the project EIS. The options would cause complete destruction of Montlake and the MOHAI building. He doesn't think the project improvements would alleviate or lessen traffic. Building extra interchanges and lanes will not solve congestion problems. There has been little talk about the transportation issues. This project is advocating complete destruction of the neighborhoods it crosses through. This would result in a trench surrounded by barbed wire. The project would impact the wetlands, blue heron, salmon, eagle populations and the environment. He has spoken previously regarding protecting areas of the environment and open space, and parks in the Seattle area. He is concerned with the wetlands and whether this project will be beneficial to help the problems that are here today.

Chris Leman, No Expansion of 520 Citizens Committee Chair, stated that the project should be looking at removing SR-520, if this was a true EIS. He is willing to look at expansion for bicycle/pedestrian facilities and shoulders. The seismic problems should be fixed first and the bridge should be strengthened so it doesn't sink. With this project the safety issues have been put off to look at expansion of the SR-520 corridor. The project is still looking at a huge tunnel in the Lake Union and Eastlake neighborhoods, when it is far too expensive and would impact neighborhoods. HOV lanes are a law away from being open for general purpose traffic. Tim Eyman and others have talked about writing such an initiative. This study assumes the HOV lanes will always be for high-occupancy vehicles, when they could be opened up to general traffic. Unless you can assure that HOV lanes cannot be converted, SR-520 should not be expanded. This project should look at using the facility more efficiently. There is no alternative looking at converting the existing facility lanes or expanding the I-90 corridor. At this point, the public is justified in feeling that some alternatives are wired and that this is not a balanced process. The project is studying alternatives they cannot afford. This is a waste of time and the project should wait until they can afford proposed improvements.

AGENDA REVIEW, INPUT FROM COMMITTEES AND PUBLIC

Pat Serie, EnviroIssues, reviewed the agenda for this meeting. She emphasized that the only items the Executive Committee will need to reach consensus on are the following:

- Whether fixed guideway HCT should be on SR-520 or I-90;
- If the no-action, 4-lane, 6-lane and 8-lane alternatives should be carried forward; and
- What lidding options should be carried forward.

Les Rubstello, WSDOT, shared a summary of input from the January 2002 open houses and the Advisory (January 9, 2002) and Technical (December 12, 2001) Committee meetings. All the input received had common themes, including support to study TDM with pricing on a regional corridor-specific basis. There was almost unanimous approval to carry forward the 4 and 6-lane alternatives, and there was mixed support for studying 8-lane alternatives. There was general agreement to look at adding fixed guideway HCT to I-90 and to preserve the option of adding fixed guideway HCT for the future on the SR-520 corridor. There was near consensus on adding an HOV/BRT lane combination, with a 4-foot buffer, to the 6-lane alternative. There was near unanimity for studying smaller to medium sized unventilated lids.

Discussion yielded the following points:

- Dave Asher, City of Kirkland Councilmember, mentioned interest in offering specific TDM input when the timing is appropriate. TDM elements will be shared during late spring 2002.
- Richard Conlin, City of Seattle Councilmember, offered specific suggestions on TDM assumptions through a handout (inserted in the additional comments section). These suggestions will be reviewed and discussed during the next committee session.

WHAT WE ARE HEARING SO FAR IN TERMS OF AGREEMENT

Aubrey Davis, chair, reviewed emerging areas of agreement.

Topics for discussion included the following items:

- Bike and pedestrian lanes
- Environmental improvement over today
- Noise mitigation
- Pricing (determined regionally)
- No-action alternative in the EIS
- 4-lane alternative, built to standards, in EIS
- 6-lane alternative, with combined HOV/BRT lane
- Fixed guideway high-capacity transit on I-90
- Accommodation of long-term future fixed guideway high-capacity transit on SR-520
- Small to medium length, unventilated lids
- Transportation demand management at significant investment level

Environmental Improvement Over Today

Discussion on the environmental improvement element yielded the following points:

- Dan Becker, Mayor of Medina, suggested the environmental improvement bullet could be defined more specifically. It was agreed to add on “water and air quality improvements” to the statement.
- Richard Conlin, City of Seattle Councilmember, would like a specific list of improvement elements like Ted Lane’s list for Seattle neighborhoods.
- Dave Asher, City of Kirkland Councilmember, suggested “comparing environmental improvements to national standards.”
- Phil Noble, City of Bellevue Councilmember, was concerned with limiting standards in the goal by stating “improvements better than today.”
- Dan Becker suggested achieving environmental and noise improvements that are better than national standards. He thought that this was determined earlier in the process.

- Chuck Clarke, City of Seattle, is concerned with the focus on what goes into the EIS, rather than debating improvement goals.
- Currently, SR-520 does not meet national standards for water quality. A new facility will, however.
- John Okamoto, WSDOT, supported adding threshold levels to study mitigation for noise and environmental elements. Threshold levels include; considering federal standards as well as different thresholds, defined by working with interested communities. This analysis should include cost information.

This item achieved consensus as basis for study in the EIS, adding “water and air quality” as improvements. Water and air quality thresholds should be compared with federal and local standards.

Noise Mitigation

Discussion on the noise mitigation element yielded the following points:

- George Martin, Mayor of Clyde Hill, is concerned about available noise mitigation for cities, like Clyde Hill, that are located above the noise source. He would like to know how the project would positively impact the communities above noise sources.
- Fred McConkey, Mayor of Hunts Point, suggested adding noise mitigation “improvements.”
- Noise mitigation would be studied in comparison with federal standards and in terms of locally-derived standards as defined by interested individual communities, including cost information. Dan Becker, Mayor of Medina, objected to cost information being added to this analysis.

There was consensus that baseline required mitigation via noise walls will be considered in the EIS in compliance with state and federal standards and the project will consider, as an enhancement option, identifying an additional threshold level to be applied in interested, individual communities (possibly using Councilmember Richard Conlin's proposal of 65 L_{DN} at 25 feet above the surface noise standard).

Pricing (Determined Regionally) and TDM at Significant Investment Level

Aubrey Davis, chair, stated that tolls are probably in our future for paying for these projects. Tolling could be done with variable pricing at different times of the day and there may be a possibility of pricing on a regional basis. Today the group is not making decisions about whether to put a toll on the corridor, but whether to study pricing. When the committees meet later, they will look at results of sensitivity studies on toll effects on travel, managed lane pricing, and straight tolling. Also, project staff will share a series of different tolling scenarios, at regional and corridor levels, in order to gather input from the committees and communities.

Discussion yielded the following points:

- Connie Marshall, Mayor of Bellevue, recommended that the Trans-Lake Washington project use the I-405 project regional TDM analysis done with Puget Sound Regional Council’s direction.

- Aubrey Davis, chair, pointed out that we are not limited to tolling bridges.
- Rosemary Ives, Mayor of Redmond, would like to look at the purposes of pricing and timing.
- David Asher, City of Kirkland Councilmember, stated that this group will not decide how to finance the project, but will use pricing to manage demand.

Consensus was reached on the consideration of pricing in the EIS, including tolls and managed lanes, as well as a significant investment in TDM.

4-Lane Alternative, Built to Standards, in EIS

The 4-lane alternative description would be to rebuild the existing bridge facility, adding shoulders, seismic improvements, and bicycle/pedestrian facilities.

Discussion yielded the following points:

- Dave Asher, City of Kirkland Councilmember, relayed that the City of Kirkland has no interest in carrying forward the 4-lane facility due to the cost and potential lack of voter approval.
- Phil Noble, City of Bellevue Councilmember, agreed with Dave Asher. He and Rosemary Ives, Mayor of Redmond, were under the impression that this was added for safety and technical issues.
- Aubrey Davis, chair, stated that the 4-lane option was added also in case there is only enough money to build the SR-520 bridge to standards.

There was consensus to analyze the 4-lane alternative, built to current standards.

6-Lane Options

The 6-lane options add a combined HOV/BRT lane with a four-foot buffer or add an HOV lane, in addition to two general purpose lanes. Discussion yielded the following points:

- Richard Conlin, City of Seattle Councilmember, urged the project to study the 6-lane alternative with and without a second crossing at Montlake. Jeff Peacock, Parametrix, stated that they plan on studying both of these options.
- Rosemary Ives, Mayor of Redmond, discussed how the City of Redmond is troubled about the BRT description. BRT is not actually high-capacity transit. She would like to understand the purpose of BRT and whether we could promise that BRT would go faster on SR-520, and if this would be a consistently reliable movement of people, even to the communities beyond the corridor. The Redmond City Council would like the project to eliminate the HOV/BRT concept.
- Jeff Peacock, Parametrix, described BRT as being placed on a lane with a four-foot buffer to maintain a higher level of bus service than provided on an HOV lane. Barbara Gilliland, Sound Transit, noted that BRT would be a different capital investment and would have improved access.

- Dan Becker, Mayor of Medina, suggested looking at a 6-lane option adding only an HOV lane.
- Richard McIver, City of Seattle Councilmember, stated that BRT should be looked at with the next level of improvements.
- Determining the HOV lane carpool limitation (two plus or three plus persons) would depend on the flow of traffic within the lane.

There was consensus to examine the 6-lane alternative with combined HOV/BRT lane and 4-foot buffer (with and without an additional Montlake Cut crossing).

Fixed Guideway High-Capacity Transit on I-90 and Accommodation in the Long-Term of Future Fixed Guideway High-Capacity Transit on SR-520

The decision to be made was whether fixed guideway high-capacity transit should be on SR-520 or on I-90. Discussion yielded the following points:

- Several people mentioned concern over the wording that I-90 high-capacity transit would be studied “first.”
- Aubrey Davis, chair, stated that we should learn from the mistakes of not designing I-90 to be able to handle future HCT. He suggested not precluding the ability to place HCT on SR-520 in the future.
- Richard McIver, City of Seattle Councilmember, pointed out that monorail could be added on SR-520.
- Richard Conlin, City of Seattle Councilmember, reported that Sound Transit supports light rail on I-90 for the way it would serve Bellevue and Redmond. He mentioned that this group is not making the decisions for the Sound Transit light rail project, but that this project affects their decisions.
- Dave Asher, City of Kirkland Councilmember, requested to strike the “fixed guideway” terminology. Rob McKenna, King County, suggested looking at “accommodating future exclusive right-of-way HCT on SR-520,” which the group agreed on. Dave was concerned that the “fixed guideway” terminology would limit future technologies.
- Aubrey Davis, chair, shared that the state definition for “HCT” includes the wording “fixed guideway.”
- Rosemary Ives, Mayor of Redmond, was concerned over the recommendation of accommodating SR-520 high-capacity transit for the future as opposed to adding SR-520 high-capacity transit for the current timeframe. She felt that the group needs more HOV and general capacity data in order to make these decisions. High-capacity transit would help to follow the Growth Management Act (GMA) by connecting Bellevue, Kirkland, and Redmond urban centers. HCT needs to be a priority now, not just for the next 20 to 30 years. She is also concerned with gaining right-of-way for future SR-520 HCT.
- Dan Becker, Mayor of Medina, asked whether the long-term accommodation for HCT on SR-520, would require lowering 92nd Avenue. Long-term accommodation for SR-520

high-capacity transit means that the project will not about add right-of-way to accommodate future HCT, but only design the structure to support future HCT.

- Connie Marshall, Mayor of Bellevue, suggested the group be realistic about available funding in the region and to take into account how many transportation projects need funding (SR 18, I-405, and the Alaskan Way Viaduct). If there were unlimited funds, there would be HCT on SR-520 and I-90.
- Rosemary Ives, Mayor of Redmond, stated that Sound Transit's Phase II is still being determined. She would like HCT to be studied for SR-520, but not necessarily built. She did not agree with placing HCT on the I-90 corridor, she supports looking at placing HCT on SR-520.

There was consensus to support the current Sound Transit Phase II vision, which places HCT on the I-90 corridor. It was further agreed to study accommodating long-term future exclusive right-of-way for HCT on SR-520, taking into account maximum design flexibility for HCT technologies.

Small to medium, length unventilated lids

Aubrey Davis, chair, stated there is considerable support for looking at 100-500 feet unventilated lids, to be accompanied by intensive noise wall mitigation. Small to medium sized unventilated lids would be designed at five locations: I-5/SR-520; Montlake; Evergreen Point Road; 84th NE; and 92nd NE. The lids would range from 100 to 500 feet, designed as a project element.

Discussion yielded the following points:

- Chuck Clarke, City of Seattle, suggested that lid decisions should be linked to performance levels (reducing noise levels). Lids would only make a decibel difference in noise as compared with noise walls. Lids are most useful for providing community connectivity.
- George Martin, Mayor of Clyde Hill, is concerned with noise walls not lessening noise levels for communities 300 feet above the corridor. He encourages the project to look at whatever size lid is required to fully eliminate noise problems for Clyde Hill. Richard McIver, City of Seattle Councilmember, would like the same consideration for the Capitol Hill neighborhood.
- Dan Becker, Mayor of Medina, did not like the lid size constrained to small and medium lids (100 to 500 feet) until the Committee has agreed on the alternatives. Landscaped lids help connect the communities and provide stormwater absorption.
- Richard Conlin, City of Seattle Councilmember, would like the project to measure noise 25 feet above the surface level. He would like to have mitigations and enhancements included as integral and inseparable for the Trans-Lake Washington project. He asked and Aubrey Davis concurred, that his list of environmental impacts to be studied and mitigated be considered by the team and brought back to the Executive Committee at its April meeting for consideration. Jeff Peacock, Parametrix, mentioned that we should make a special case for isolated locations with multi-story receptors right next to the SR-520 corridor.

- John Okamoto, WSDOT, proposed to measure noise against federal and localized thresholds, with cost information, in order to identify appropriate improvements. Furthermore, he suggested that when identifying potential noise level improvements, larger lids could be considered, with cost information.
- George Martin, Mayor of Clyde Hill and Dan Becker, Mayor of Medina did not agree with just examining small to medium sized unventilated lids in the EIS.

There was consensus to examine small to medium sized unventilated lids in the EIS, with an enhancement possibility for larger ventilated lids, only if needed for mitigation to locally preferred noise criteria.

8-Lane Alternative Options

The group discussed which of the three 8-lane alternatives should be carried forward; the first consists of three general purpose lanes and one HOV lane, the second includes three general purpose lanes and one HOV/BRT lane, and the third consists of “2+2” alternative with two general purpose lanes and two managed lanes. The managed lane concept would have a variety of methods for managing the demand.

Discussion yielded the following points:

- It is assumed that the shoulders would be ten feet wide.
- Connie Marshall, Mayor of Bellevue, supported carrying forward the second 8-lane facility option (three general purpose lanes and one HOV/BRT lane). Bryan Cairns, City of Mercer Island; Dave Asher, City of Kirkland Councilmember; and Richard Conlin, City of Seattle Councilmember; also supported this option.
- Rob McKenna, King County Councilmember, recommended the second and third 8-lane facility options. He questioned whether the whole facility would be managed. He encouraged the project to not get too defined with the number of lanes, to leave flexibility to be able to drop off lanes in Montlake or other areas, and preserve the ability to design the facility in smaller segments and mix and match options. Jeff Peacock, Parametrix, said that this flexibility is available and that further work will need to be done.
- Dave Earling, Sound Transit Board, would like information on cost estimates and impacts associated with the second and third 8-lane options.
- Chuck Clarke, City of Seattle, said the new Seattle Mayor does not support any 8-lane options due to the impacts on quality of life, among other issues.
- A higher level of detailed engineering work will be done for arterials to identify the level of impacts and to suggest how these impacts could be mitigated.
- Rosemary Ives, Mayor of Redmond, suggested a potential high-capacity transit scenario that would go across Lake Washington and then become elevated on land. She mentioned that a bicycle/pedestrian lane that is ten feet wide that would allow for addition of an elevated structure.

- Dan Becker, Mayor of Medina; Chuck Clarke, City of Seattle; Anne Fiske-Zuniga, City of Seattle; Richard McIver, City of Seattle Councilmember; Fred McConkey, Mayor of Hunts Point; and John Okamoto, WSDOT; did not agree with carrying forward the 8-lane, consisting of 3 general purpose lanes and 1 combined HOV/BRT lane for the EIS.

Aubrey Davis, chair, called the question of whether an 8-lane alternative, consisting of 3 general purpose lanes and 1 combined HOV/BRT lane, be studied in the EIS. There were 12.2 votes of 17 present, approving its inclusion.

Further discussion included:

- John Okamoto, WSDOT, explained why he did not vote for the second 8-lane option (three general purpose lanes and one HOV/BRT lane). When this project began, there was legislation to look at the SR-520 corridor and to move the Trans-Lake Washington project forward. He was concerned to hear that the new Seattle mayor is uncomfortable with an 8-lane option. He noted that four legislative exofficio Committee members and others are also uncomfortable with an 8-lane option. His personal preference for the 8-lane option is the third option (“2+2” alternative with two general purpose lanes and two managed lanes), where two of these would be managed so that general purpose traffic could buy-in. There is a need for one additional general purpose lane.
- Dan Becker, Mayor of Medina, noted that this 8-lane option would have continuous scrutiny and opposition from Hunts Point, Medina, and other communities.
- Connie Marshall, Mayor of Bellevue, was concerned with WSDOT’s vote on this issue. Last year the four-county region took a vote on the Metropolitan Transportation Plan, “Destination 2030,” and there was unanimous support to add a general purpose lane and an HOV lane to the SR-520 corridor. She is troubled that the new Seattle Mayor does not defer to a four-county regional vote. The project is not deciding to build an 8-lane facility, but to study this option further.
- Dave Earling, Sound Transit Board, noted that the resulting analysis from these recommendations will be mind numbing. In order to get answers, they will have to ask questions. He views this as a regional project and not just a connection from the eastside to Seattle.
- Chuck Clarke, City of Seattle, views this as important for the entire region, including Seattle. He is concerned over the neighborhood and surface street impacts that will be shown with further study. This project lost its funding before and could lose its funding again.
- Richard Conlin, City of Seattle Councilmember, pointed out that even if many representatives voted for Destination 2030, we should not be bound by this decision. The purpose of the EIS is to evaluate alternatives and figure out the consequences.
- Dan Becker, Mayor of Medina, discussed that Destination 2030 was a broad transportation package; that many still voted for it, even if there were some elements that they did not agree with.
- John Okamoto, WSDOT, stated that the best plans in the world do not mean anything if there is not funding. He questioned whether there is political will to get those projects

done. WSDOT is looking at cutting 100 million dollars, more for the next years, and revenues are not expected to come through with legislative inaction.

- Aubrey Davis, chair, noted SR-520 improvements were on a list in the 1970s and this project was not moved forward until just before 2000. Staff and consultants have a major challenge to make this a friendly project that improves the corridor.
- Dave Asher, City of Kirkland Councilmember, noted that the Puget Sound Regional Council modules need significant updating and improvements added for Kirkland, Redmond, and Bellevue among other areas. Rosemary Ives, Mayor of Redmond, noted that they under-estimated Redmond and over-estimated Bellevue. Bob Edwards and King Cushman, Puget Sound Regional Council, explained that the bicycle/pedestrian facilities model and pricing have been the most challenging. There will need to be funding at a regional and federal level in order to complete the analysis. PSRC has offered to work with WSDOT to examine Destination 2030, complete the modeling and operational analysis, and apply this work for SR-520. Detailed TDM discussions are scheduled for later this spring.

RESULTING LIST OF EXECUTIVE COMMITTEE RECOMMENDATIONS

1. Add bicycle and pedestrian facilities on SR-520 or near the corridor for all build alternatives.
2. Establish the goal of creating a better environment than today, especially improving water and air quality.
3. Noise mitigation should be measured against federal and local standards, with cost factors. Evaluate noise mitigation according to state and federal standards and, as an enhancement option, of identifying an additional threshold level to be applied in interested, individual communities (possibly using Councilmember Richard Conlin's proposal of 65 L_{DN} at 25 feet above the surface noise standard at the R/W line).
4. Evaluate pricing in the EIS, including tolls and various ways to manage lanes, regionally and on SR-520 (through sensitivity analysis).
5. Evaluate small to medium sized unventilated lids. An enhancement possibility is available for larger ventilated lids, if needed for mitigation to locally preferred noise standards.
6. Carry forward the no action alternative.
7. Continue analyzing the 4-lane alternative, built to current standards.
8. Examine the 6-lane alternative with combined HOV/BRT lane (with and without an additional Montlake Cut crossing).
9. Carry forward the 8-lane alternative, consisting of three general purpose lanes and one HOV/BRT lane with 4-foot buffer.
10. Support the current Sound Transit Phase II vision, which places fixed guideway HCT in the I-90 corridor.

11. Accommodate long-term future exclusive right-of-way for HCT on SR-520, taking into account maximum design flexibility for HCT technologies.
12. Evaluate significant investment in TDM.

NEXT STEPS

There will be work done in the coming months with the communities to further refine lane alternatives and to fill in design concepts with details on interchanges, local traffic, lid configurations, and noise mitigation. Traffic modeling and analysis will be done to support local traffic impacts analysis. Work will be done during the next months to refine EIS methodologies. The project will develop a revised TDM package and then will bring this package back for committee approval in April 2002. The next committee meetings are planned for April 2002, June 2002, and September 2002. Around May/June 2002, the interchanges, lids, TDM, and local street improvements will be defined. The timeline sets the draft EIS to be published around April 2003 and a final EIS would be issued around October 2003.

MEETING HANDOUTS

- Agenda
- Trans-Lake Washington Project Executive Committee Meeting January 30, 2002, Decision Point: Selecting Alternatives for Further Analysis, Presentation
- Proposed multi-modal alternatives handout

Items from Committee notices

- Memo from project team
- A compilation of individual technical and advisory committee input
- A summary of all the comments that we have received from the January 15 and 17 open houses and a compilation
- Public comments that we have received from August 2001 to January 24, 2002
- 12/12/01 Technical Committee meeting summary
- 1/9/02 Advisory Committee meeting summary

Public Comments

- Letter from City of Medina, January 30, 2002
- Comments from Henry Paulman, TRUST, January 28, 2002
- Comment handout from Richard Conlin, Councilmember for City of Seattle, January 30, 2002
- Comments from Seattle Advisory Committee, January 29, 2002
- Comments from Ted Lane, N.O.I.S.E., and endorsed by many Seattle neighborhoods January 30, 2002
- Letter from the Bellevue Chamber of Commerce, Bellevue Downtown Association, Seattle Chamber of Commerce, and Downtown Seattle Association, January 28, 2002

MEETING ATTENDEES

Executive Committee Members

Present	Name	Organization
X	Becker Dan	City of Medina
X	Berry Jeanne	Town of Yarrow Point
X	Cairns Bryan	City of Mercer Island
X	Clarke Chuck	City of Seattle
X	Conlin Richard	City of Seattle
X	Crawford Jack	Sound Transit Board
X	Davis Aubrey	Washington Transportation Commission
X	Earling Dave	Sound Transit Board
X	Edwards Bob	Puget Sound Regional Council
	Fong Gene	Federal Highway Administration
X	Asher Dave	City of Kirkland
	Gehrke Linda	Federal Transit Administration
X	Fiske-Zuniga Anne	City of Seattle
	Horn Jim	Washington State Senate
X	Ives Rosemarie	City of Redmond
	Jacobsen Ken	Washington State Senate
X	Marshall Connie	City of Bellevue
X	Martin George	City of Clyde Hill
X	McConkey Fred	Town of Hunts Point
X	McIver Richard	City of Seattle
X	McKenna Rob	King County Council
	Murray Ed	WA State House of Representatives
X	Noble Phil	City of Bellevue
X	Okamoto John	WSDOT - NW Region
	Pflug Cheryl	WA State House of Representatives
X	Sullivan Cynthia	King County Council
	Taniguchi Harold	King County Department of Transportation

Executive Committee Alternates

Present	Name	Organization
	Burleigh Mary-Alice	City of Kirkland
X	Bowman Jennifer	Federal Transit Administration
	Drais Dan	FTA
	Carpenter Trish	Town of Hunts Point
	McKenzie Jack	Town of Hunts Point
	Creighton Mike	City of Bellevue
X	Demitriades Paul	City of Medina
X	Dye Dave	WSDOT - NW Region
X	Earl Joni	Sound Transit
	Hague Jane	King County Council
X	Mathis Dan	Federal Highway Administration

	Jahncke	El	City of Mercer Island
	Conrad	Richard	City of Mercer Island
	Kargianis	George	Washington Transportation Commission
X	Paine	Thomas	City of Redmond
	Rourke	Philip	City of Clyde Hill
	Rutledge	Steve	City of Yarrow Point
X	Sanchez	Susan	City of Seattle

Other attendees

Dia Felice Smith Salogga, Shelby-Hamlin
 Henry Paulman, TRUST
 Mitch Wasserman, City of Clyde Hill
 Bob Tate, Clyde Hill
 Maurice Cooper, Madison Park
 Miles Adam, City of Medina
 David Cooper, Town of Yarrow Point
 Philip Grega, Seattle citizen
 RR Dun, Montlake
 Paul Kakamine, King County Department of Transportation
 Kevin Shively, Transportation Choices Coalition
 Terry Marpert, City of Redmond
 Tom Heller, Citizen
 Kimberly Nuber, King County
 Virginia Gunby, 1000 Friends of Washington
 Janet Roach, Citizen
 Rich Borkowski, PMT
 Chris Johnson, King County Council
 Steve Kennedy, Sound Transit
 Jim Hutchinson, Bellevue Chamber
 Chris Leman, No Expansion of 520
 Bruce Nurse, Kemper Dev. Company
 Len Newstrum, Town of Yarrow Point

Project Team

Les Rubstello, WSDOT
 Paul Krueger, WSDOT
 Jean Mabry, WSDOT
 Barbara Gilliland, Sound Transit
 Don Billen, Sound Transit
 Jeff Peacock, Parametrix
 Michael Horntvedt, Parametrix
 Kristin Lohse-Clark, Parametrix
 Lorie Parker, CH2M Hill
 Pat Serie, EnviroIssues
 Amy Grotefendt, EnviroIssues
 Jennifer Cannon, EnviroIssues

JJC



EXECUTIVE COMMITTEE VOTING RECORD
Date: January 30, 2002

Jurisdiction	Name	Present	Votes	Votes Present	Yes on 8-Lane
City of Bellevue	Phil Noble	<input type="checkbox"/>	2	2	2
	Connie Marshall	<input type="checkbox"/>			
	Mike Creighton (Alt)	<input type="checkbox"/>			
City of Clyde Hill	George Martin	<input type="checkbox"/>	0.4	0.4	0.4
	Philip Rourke (Alt)	<input type="checkbox"/>			
City of Kirkland	Nona Ganz	<input type="checkbox"/>	1	1	1
	David Asher (Alt)	<input type="checkbox"/>			
City of Medina	Dan Becker	<input type="checkbox"/>	0.4	0.4	—
	Paul Demitriades (Alt)	<input type="checkbox"/>			
City of Mercer Island	Bryan Cairns	<input type="checkbox"/>	0.4	0.4	0.4
	El Jahncke (Alt)	<input type="checkbox"/>			
City of Redmond	Rosemarie Ives	<input type="checkbox"/>	1	1	1
	Thomas Paine (Alt)	<input type="checkbox"/>			
City of Seattle	Richard Conlin	<input type="checkbox"/>	4	4	1
	Chuck Clarke	<input type="checkbox"/>			
	Daryl Grigsby	<input type="checkbox"/>			
	Richard McIver	<input type="checkbox"/>			
	Noel Schoneman (Alt)	<input type="checkbox"/>			
King County	Cynthia Sullivan	<input type="checkbox"/>	3	2	2
	Rob McKenna	<input type="checkbox"/>			
	Harold Taniguchi	<input type="checkbox"/>			
	Jane Hague (Alt)	<input type="checkbox"/>			
Puget Sound Regional Council	Bob Edwards (Alt)	<input type="checkbox"/>	1	1	1
		<input type="checkbox"/>			
Sound Transit	Dave Earling	<input type="checkbox"/>	2	2	2
	Jack Crawford	<input type="checkbox"/>			
	Joni Earl (Alt)	<input type="checkbox"/>			
Town of Hunts Point	Fred McConkey	<input type="checkbox"/>	0.4	0.4	—
	Trish Carpenter (Alt)	<input type="checkbox"/>			
Town of Yarrow Point	Jeanne Berry	<input type="checkbox"/>	0.4	0.4	0.4
	Steve Rutledge (Alt)	<input type="checkbox"/>			
Washington Transportation Commission	Aubrey Davis	<input type="checkbox"/>	1	1	1
	George Kargianis (Alt)	<input type="checkbox"/>			
WSDOT - NW Region	John Okamoto	<input type="checkbox"/>	1	1	—
	Dave Dye (Alt)	<input type="checkbox"/>			
	<i>Total</i>		18	17	12.2
	<i>67% Majority</i>		12.1	11.39	
Non Voting Members:					

Federal Highway Administration	Gary Hughes (ex-officio) (ex-officio) (Alt)	<input type="checkbox"/> <input type="checkbox"/>	0	
Federal Transit Administration	Linda Gehrke (ex-officio) Jennifer Bowman (ex-officio) (Alt)	<input type="checkbox"/> <input type="checkbox"/>	0	
WA State House of Representatives	Ed Murray (ex-officio) Cheryl Pflug (ex-officio)	<input type="checkbox"/> <input type="checkbox"/>	0	
Washington State Senate	Ken Jacobsen (ex-officio) Jim Horn (ex-officio)	<input type="checkbox"/> <input type="checkbox"/>	0	

“50% TO SIGNIFY ACCEPTANCE OF A MOTION”

“67% TO OBTAIN CONCURRENCE AT KEY PROJECT DECISION POINTS”

TALLIES:

MOTION:

To move forward the 8-lane facility option consisting of three general purpose lanes and one HOV/BRT lane option for the project EIS.

RESULT:

To move forward the 8-lane facility option consisting of three general purpose lanes and one HOV/BRT lane option for the project EIS.

Votes Needed:	
Votes Present	67% majority
9	6.03
9.2	6.16
9.4	6.30
9.6	6.43
9.8	6.57
10	6.70
10.2	6.83
10.4	6.97
10.6	7.10
10.8	7.24
11	7.37
11.2	7.50
11.4	7.64
11.6	7.77
11.8	7.91
12	8.04
12.2	8.17
12.4	8.31
12.6	8.44
12.8	8.58
13	8.71
13.2	8.84
13.4	8.98
13.6	9.11
13.8	9.25
14	9.38
14.2	9.51
14.4	9.65
14.6	9.78
14.8	9.92
15	10.05
15.2	10.18
15.4	10.32
15.6	10.45
15.8	10.59
16	10.72
16.2	10.85
16.4	10.99
16.6	11.12
16.8	11.26
17	11.39
17.2	11.52
17.4	11.66
17.6	11.79
17.8	11.93
18	12.06

ADDITIONAL COMMENTS

Recommendations

by

**Seattle's Advisory Committee Members
Regarding which TransLake Alternatives
Should Proceed to the EIS phase**

Note: includes revisions received by Noon 1/29/02

Meeting: January 4, 2002; 8:30 a.m. – 11:00 a.m., 221 Seattle Municipal Building

Attendance:

Advisory Committee Members

Jean Leed, Montlake

Jean Amick, North Seattle Neighborhoods

Kingsley Joneson, Portage Bay/Roanoke Park

Jim Reckers, Eastlake

Gregory Hill, Streeter Architects

Hans Aschenbach, Roosevelt/University

Other invited Advisory Committee members

Fred Hart, Greater University CofC

Mark Weed, Fisher Properties

Eugene Wasserman, Neighborhood Business Council

Agency Representatives

Richard McIver, Seattle City Council

Glenn Davis, WSDOT

Barbara Gilliland, Sound Transit

Pat Serie, EnviroIssues

Jeff Peacock, Parametrix

Brad Phillips, Parametrix

Eric Chipps, Strategic Planning Office

Noel Schoneman, Seattle Transportation

Purpose : Identify the elements that Seattle wants to see in the EIS alternatives evaluation and discuss a strategy regarding Seattle's position on an 8 lane alternative proceeding to the EIS phase.

Handouts: Seattle Resolution 29574, April 1997 and Montlake Resolutions of 2001.

Summary (elements recommended for further analysis in the EIS phase; not an endorsement for the ultimate solution:

I-5

1. Correct the "Mercer Weave" on I-5 by moving the on/off ramps to the right side of I-5.

- Generally supported; Jim Reckers, Eastlake, did not agree as he saw impacts to Eastlake with no specific benefits to Eastlake. Further, Eastlake wants assurances from the state for mitigation of current and future impacts before it will support any build alternatives.
 - Discussion. The removal of the Mercer weave was generally considered a positive safety and traffic movement benefit. The possible benefits to Eastlake were assistance in improving the motor vehicle/pedestrian conflicts under I-5 where Lakeview transitions to Boylston Ave E., some lidding, and noise mitigation of new and existing facilities. Impacts to Eastlake would likely include new structures along Boylston Ave E. and the possible removal of one house. Also mentioned was the likely need for a design deviation to retain the Lakeview Ave E. off-ramp and the Boylston Ave E. on-ramp.
- 2. The project should evaluate the closure of the Lakeview and Boylston ramps. The elimination of these ramps is not proposed by Seattle's Advisory Committee Members, but the evaluation, including alternative routing, is considered important because of the design deviations anticipated.
- 3. Evaluate continuous HOV lanes on I-5. Not excited about any widening of I-5, but if it happens HOV continuity is needed, especially south of SR-520.
- 4. Coordinate the improvements proposed to I-5 via the TransLake project with other projects including the I-5 operational analysis/lane continuity analysis project already underway and Sound Transit plans to cross the Ship Canal.
- 5. Continue the current nighttime closure of the express lanes for noise impact reduction.
- 6. Councilmember McIver stressed that the City wants the state to move forward with mitigation of noise impacts from I-5 regardless of progress on the Trans-Lake project.

SR-520

1. Do not evaluate an 8-lane alternative (that includes a third general-purpose lane in each direction.)
2. Evaluate a 4 Lane, a 6 Lane, a 6 Lane within the existing right-of-way (termed the "Seattle Alternative" by the Montlake Community Club), and a 6 Lane+HCT alternative.
 - A. Limit general-purpose lanes on SR-520 to the two existing lanes in each direction.
 - Evaluate the addition of one HOV/Managed lane in each direction. The minimum occupancy for these Managed Lanes should be buses and 3+ carpools.
 - Discussion of "Managed":
 - There were differing opinions about addressing freight mobility by allowing large trucks (5+ axle) to use the HOV/Managed lanes.
 - Concern that not much was being done for freight mobility in this corridor.

- Concern that allowing trucks in could result in conversion of HOV lanes throughout the region to general-purpose lanes.
- Concern that once trucks were allowed in, it would be difficult to remove them if the performance of the HOV lanes fell below the threshold needed to maintain reliable and fast HOV traffic.
- Agreement that performance measures were needed for the HOV lanes, but skepticism that such performance measures are currently enforced.
- Sound Transit indicated that 3+ is the assumed minimum acceptable for transit speed and reliability. There would be no room for other vehicles.

B. **NEW:** Evaluate a separated High Capacity Transit (HCT) facility between Montlake and the East Side of Lake Washington. Such facility would go no further west than Montlake and would likely be linked with a new tunnel connection between SR-520 and N.E. Pacific St/Montlake Blvd N.E. (This is considered to be distinctly different from an 8-lane alternative.)

- We will get only one opportunity to rebuild this facility and we need to ensure that the corridor can handle HCT,
- It is critical that such HCT lanes be physically separated from the GP & HOV lanes so they cannot be converted to other uses.
- There is no additional capacity for buses on streets in the Downtown or the U-District. HCT will maintain a high quality of transit service now and in the future.
- HCT should be considered mitigation for the project, similar to the LA Green line in the Century Freeway.
- Jean Amick, Laurelhurst, opposed HCT because there is a lack of capacity for additional buses on city streets in the Downtown and in the University District would limit access for people from the north to any new HCT facility at Montlake.

7. Evaluate the design and location of the SR-520 flier stop to optimize it and to see if the new SR-520 could be confined even closer to the existing right-of-way. Ideas were tandem stops, elevated stops, elimination of shoulders in the vicinity of the flier stops, or relocate stops to take better advantage of revised transit patterns likely to occur with a (to be evaluated) new connection between SR-520 and NE Pacific/Montlake NE and light rail services to the University area.

8. Arboretum Access

- Re-evaluate the access and traffic implications of removing the connection between Lake Washington Blvd and SR-520. New project elements such as increased capacity on I-5 by removing the Mercer weave and improved HOV alternatives warrant such a re-evaluation.

9. **NEW:** Bicycle/Pedestrian Connections

- Evaluate a bicycle/pedestrian connection between McGilvra Blvd E./37th Ave E. to SR-520. This could provide the level bicycle connection between Madison Park and the UW/Burke Gilman bicycle trail that previously sought via the E. Lakeside Blvd. route.

Montlake / U-District Access

1. Evaluate the tunnel connection between SR-520 and NE Pacific St/Montlake Blvd N.E. Jean Leed stated that the Montlake Community Club is opposed to studying any new crossing of the Montlake Ship Canal, tunnel or bridge.
2. Do not evaluate the bridge option between SR-520 and NE Pacific St/Montlake Blvd N.E. because the impacts to the local community and parklands would be too great.
3. Evaluate the widening of Montlake Blvd NE between N.E. Pacific St and N.E. 45th St., both as a GP or HOV. Jean Leed stated that the Montlake Community Club is opposed to any new GP lanes on Montlake Boulevard and that if only one new lane can be added, it should be a southbound HOV lane. Hans Aschenbach, Roosevelt Alliance, Jean Amick, Laurelhurst, and Greg Hill, Streeter Architects, agreed with the Montlake position of studying the addition of only HOV lanes on Montlake Blvd – no GP lanes.
4. **NEW:** Evaluate the widening of the Montlake Bridge to add an HOV or general-purpose lane in each direction. The design of the bridge should retain the same exact architectural character as the existing bridge. A different elevation should be evaluated to reduce the number of bridge openings for marine traffic. The analysis would need to include the impacts of traffic volumes and speeds on the adjacent residential areas. Jean Leed, Montlake, stated that the Montlake community would be uncomfortable with this alternative, but understood why it may need to be examined at some level. Jean Leed, Hans Aschenbach, Greg Hill, and Jean Amick, do not support GP lane options for a widened Montlake Bridge.

Other

- Seattle and other agencies need to follow through with the early action plans, especially working with the US Coast Guard to reduce the number of openings of the Montlake Bridge.
- Traffic Impacts to City streets: WSDOT needs to analyze the traffic impacts to Seattle streets and work with the City to develop solutions. WSDOT needs to help Seattle be responsive to citizen concerns over traffic increases and access changes.
- Advisory Committee members were unsure of their role beyond January, once the EIS work has begun. Project staff (Pat Serie) acknowledged the lack of clarity and indicated they would provide clearer direction soon.

T-Lake Advisory summary 0129 02 team comments

From: Henry Paulman [mailto:hpaulman@worldnet.att.net]
Sent: Monday, January 28, 2002 2:56 PM
To: Grotefendt Amy
Cc: Bray Dan; SH; Austin, Jack A.; Adams, Dick; Adams Nancy
Subject: Trans-Lake EIS

Trans-Lake Executive Committee Members,

Subject: Legitimizing Continuation of the Trans-Lake EIS Process

WSDOT with limited sponsorship and has neatly deferred projects, where safety issues are involved, to fund the continuation of the Trans-Lake Study into the beginnings of a formal EIS preparatory to expanding use of the SR-520 corridor. One of the essential, and legally required, element of an EIS is that viable alternatives be considered regardless of political popularity. In this case the obvious alternative is the North Crossing of Lake Washington from Sand Point to Juanita.

WSDOT's own Origin-Destination Study completed in May 2000 identified the North Crossing as being not only the shortest distance across the lake but it also matched commuter demand exactly. Parametrix Inc. pointed out that this was the one alternative that would add capacity to our regional highway system. Both highways 522 & 523 are available to absorb increased traffic and ease the I-5 connections that have been characterized as a "Fatal flaw".

WSDOT's preliminary examination did not go beyond a roof count on an aerial photograph and receiving a petition that was delivered with great fanfare by a retired Seattle City Councilwoman. More realistic costs figures for expanding the present SR-520 corridor that include mitigation certainly are of such a magnitude as to justify inclusion of the North Crossing in the proposed EIS for further study.

Henry Paulman, Sec'y. (425) 455-3311
T.R.U.S.T
PO Box 143, Medina
WA. 98039-0143

Motion on measurements to be used in TLW Project EIS

The Trans Lake Washington Project EIS should include the following measurements as part of the analysis for each alternative:

1. **Evaluate construction related delay.** This is a significant cost of major transportation capital improvement projects that should be quantified in terms of person hours and included in cost-benefit analysis of each alternative.
2. **Measure changes in transit travel time and reliability accurately.** In the 405 Corridor Program DEIS, SOV travel time was assumed to degrade significantly between the 1995 baseline and 2020 under the no-action alternative, but the DEIS assumed little if any deterioration in transit travel speeds over the same times period under the no-action alternative. By understating the delays to transit riders over the next 20-years due to increased congestion, this accounting method understates the benefits (in terms of potential cumulative time savings to users) of new transit capacity, and dedicated right-of-way.
3. **Use modern and available models to accurately evaluate the transportation and land-use impacts of each alternative.**

General-purpose capacity expansion on major urban freeways is known to generate low-density, automobile-oriented land development in areas that benefit from improved regional auto accessibility. In turn, this type of auto-oriented development increases trip demand and congestion levels on both the expanded facility and connecting segments of the local and regional road networks. This linkage between transportation and land-use must be captured in the EIS to accurately evaluate the distinct impacts of each build and no-build alternative and resulting land-development patterns on the environment, and the regional transportation network.

- The PSRC's new travel model includes walk and bike modes, variable occupancy for carpools and a land-use variable in the mode choice model, making it more sensitive to the effects of land-use on transit, carpool, walk and bike travel.
- The UrbanSim integrated land-use and activity-based travel model developed at the University of Washington captures feedback between transportation and land-use changes over time and should be considered for analysis of Trans Lake alternatives and future Urban Corridor Environmental Impact Assessments.

If the old PSRC travel and land-use models must be used for the Trans Lake Washington EIS, the WSDOT should take into account land use changes for each alternative at the local level, and feed projected local land-use changes into the travel model to forecast, as best possible, travel demand induced by new transportation infrastructure in the SR520 and I-90 corridors.

Councilmember Richard Conlin

MOTION ON EXPANDED TDM PROGRAM FOR TLW EIS

1. *Pricing measures* on the facility and as a TDM strategy to reduce SOV travel demand should be studied in the EIS. Tolls or other innovative finance mechanisms could provide a needed revenue source to build the facility. Tolls can also manage vehicle travel demand and provide some alternative to adding general-purpose lanes.
2. *Funding* for TDM should be increased to \$250 million to \$300 million, from the current level of \$140 million to \$180 million through 2020. The I-405 TDM program has been proposed with \$452 million over 20 years.
3. *WSDOT's study of the effectiveness of TDM and land use measures should be better coordinated* with the EIS.
4. *Increase the mode split goal to 30% or higher* for HOV, transit, and other alternative modes on the SR-520 Bridge. The current 20% of higher goal is already exceeded in many Seattle and Eastside neighborhoods. Include *bicycle and pedestrian capital facilities*, since a complete and continuous network of sidewalks and bicycle facilities are critical to getting people to walk and bike more often.

Councilmember Richard Conlin

MOTION ON ENVIRONMENTAL IMPACTS TO BE STUDIED AND MITIGATED

All alternatives should fully address impacts on affected communities and the environment, should take these into account in design, and should fully mitigate for unavoidable impacts. This will include lids where possible. Any mitigation and enhancements should be integral to project design and development, and not an add-on that can be dropped or postponed to save money.

The following neighborhood impact information needs to be made explicit.

- Neighborhood noise impacts, with impacts measured using the 65 L_{DN} at 25 feet above the surface noise standard;
- Air quality, with impacts measured against a CO baseline collected in neighborhoods not affected by SR-520/I-5 traffic;
- Particulate matter, with impacts measured against a particulate matter baseline collected in neighborhoods not affected by SR-520/I-5 traffic;
- Water quality, measured by any changes in the amount of run-off going into waters that abut shorelines;
- Right-of-way impacts, with impacts measured by any expansion in the surface area of the existing SR-520/I-5 corridor's right-of-way;
- Parkland, with impacts measured by any net loss of park lands;
- Neighborhood streets, arterials and intersections, with impacts measured by increases in neighborhood traffic volumes;
- Visual effects, with impacts measured by any new elevated structures; and
- Neighborhood connectivity, with impacts measured by any street openings/closures that increase/decrease pedestrian movement between neighborhoods.

Councilmember Richard Conlin

ALTERNATIVES TO BE STUDIED

1. Replacement with the current 4-lane configuration.
2. A. Replacement with the addition of 2 HOV lanes, and with pontoons built with the capacity to add a transit system at a future date. Evaluate closing the Arboretum exit and adding a tunnel crossing the Montlake Cut and connecting 520 directly with Pacific Avenue and Montlake Avenue near Husky Stadium.
B. Replacement with the addition of 2 HOV lanes, and with pontoons built with the capacity to add a transit systems at a future date, without the proposed tunnel crossing.
3. Replacement with the addition of 2 HOV lanes and 2 GP lanes.

Councilmember Richard Conlin

SEATTLE NEIGHBORHOODS'

Do No Harm Initiative

Seattle neighborhoods surrounding the SR-520/I-5 corridor are concerned that the Trans-Lake Project has not identified, or made explicit, the neighborhood impacts associated with different SR-520 expansion alternatives. Until this is done, there is no basis for making trade-offs between minimizing adverse neighborhood impacts and maximizing regional mobility. Policy makers in Seattle are being asked to select the alternatives that will go forward into an EIS process without having information about what each of these alternatives implies for the quality of life in Seattle's affected neighborhoods.

We do not oppose SR-520's expansion *per se*, but we submit that it must be done in a manner that "does no harm" to the communities the SR-520/I-5 corridor impacts.

We further submit that community impact information must be available so that this information becomes part of the process of selecting alternatives. We object to selecting the alternatives on January 30th and then fleshing out community impacts during February and March when the information is too late to influence decision-making.

In an effort to move the Trans-Lake Project along and facilitate the selection of which alternatives should go forward into the EIS process, the following neighborhood impact information needs to be made explicit.

- Neighborhood noise impacts, with impacts measured using the 65 L_{DN} at 25 feet above the surface noise standard proposed by NOISE;
- Air quality, with impacts measured against a CO baseline collected in Seattle neighborhoods not affected by SR-520/I-5 traffic;
- Particulate matter, with impacts measured against a particulate matter baseline collected in Seattle neighborhoods not affected by SR-520/I-5 traffic;
- Water quality, measured by any changes in the amount of run-off going into waters that abut Seattle's shoreline;
- Right-of-way impacts, with impacts measured by any expansion in the surface area of the existing SR-520/I-5 corridor's right-of-way;
- Parkland, with impacts measured by any net loss of park lands in Seattle;
- Neighborhood streets, arterials and intersections, with impacts measured by increases in neighborhood traffic volumes;
- Visual effects, with impacts measured by any new elevated structures; and
- Neighborhood connectivity, with impacts measured by any street openings/closures that increase/decrease pedestrian movement between neighborhoods.

This information about positive or negative impacts on Seattle neighborhoods must be made available before the final EIS alternatives are selected.

The above DO NO HARM statement was approved and endorsed by the elected officers and/or boards of directors of the following organization:

- Portage Bay/Roanoke Park Community Council
- Montlake Community Council
- Madison Park Community Council
- Laurelhurst Community Council
- Canterbury Shores Council
- N.O.I.S.E.
- Roanoke Park Neighborhood Beautification Project
- Eastlake/North Capital Hill Business Association



**BELLEVUE
DOWNTOWN
ASSOCIATION**



January 28, 2002

Trans-Lake Executive Committee
WA State Dept. of Transportation
401 Second Ave S, #300
Seattle WA 98104

Dear Chair and Committee Members,

Our organizations are enthusiastic supporters of finding solutions to the challenges we face in the SR-520 corridor and commend the Translake committee for its excellent work to date toward this end. In order for the process to continue ahead with the credibility and widespread community support it has enjoyed to date, a full range of options must be included in the Environmental Impact Statement. This includes the option of adding one General Purpose and one HOV lane in each direction on the bridge, for a total of four lanes each way.

If an 8-lane alternative is not included in this early stage, we have serious reservations about the adequacy of the EIS and ultimately the success of the project. We cannot stress enough our belief enough that if general-purpose alternatives are not at least studied, support for improvements to this corridor will be hard to find in the Puget Sound area business community.

Please include a comprehensive list of options in the Environmental Impact Statement, including the option of four lanes each way on the SR-520 bridge. Such an inclusion is necessary for continued support of many key constituencies throughout the region.

Thank you for the opportunity to share our ideas and concerns.

Sincerely,

Steve Leahy
Acting President & CEO
Greater Seattle Chamber of Commerce

Betty Nokes
President & CEO
Bellevue Chamber of Commerce

Kate Joncas
President & CEO
Downtown Seattle Association

Leslie Lloyd
President
Bellevue Downtown Association



501 EVERGREEN POINT ROAD • P.O. BOX 144 • MEDINA, WA 98039-0144
TELEPHONE 425-454-9222 • FAX 425-454-8490 • POLICE 425-454-1332

DATE: 30 January 2002

TO: Executive Committee
Trans-Lake Washington Project

FROM: Dan Becker, Mayor
City of Medina

SUBJECT: RECOMMENDATIONS FROM THE CITY OF MEDINA FOR THE
PROJECT ENVIRONMENTAL IMPACT STUDY (EIS)

1. Major Considerations and Assumptions:

- Consider a minimum number of alternatives.
- Any alternative selected for the EIS must include re-connecting those neighborhoods of the City of Medina that were isolated in 1960 with the construction of SR-520 and should create no additional harm to the neighborhoods of the City.
- Any alternative should integrate mitigation actions (fences, noise walls, etc.) in the project design.
- Any alternative must demonstrate that a significant reduction of SR-520 corridor traffic congestion (both highway and arterial feeder) will result.
- A third Lake Washington crossing must be evaluated in the EIS as an alternative.
- Vehicles carrying two or more passengers shall be permitted to utilize high occupancy vehicle (HOV) lanes until congestion warrants a region-wide changes.
- If tolls are necessary for financing the project, their imposition must be subject to a public vote and tolls shall be collected over the entire 520 corridor, therefore a single toll plaza within the City limits of Medina is not needed nor will it be acceptable.

2. The City of Medina recommends the following alternatives be studied in the EIS:

- Alternative 1: SR-520 Safety and Preservation, I-90 LRT;
- Alternative 2: SR-520 HOV, I-90 LRT; and
- Alternative 3: Third Lake Washington Crossing Alternative: To comply with the spirit and legal requirements of the NEPA/SEPA EIS process an evaluation of a third northern Lake Washington crossing must be included as an alternative in the EIS. This alternative was not adequately considered during the Trans-Lake Washington Study

phase although it was the only alternative supported by WSDOT origin and destination studies and promised substantial congestion relief on Interstates 5 and 405 as well as SR-520 according to the studies of Parametrix Inc. Further, recent seismic studies of the Seattle fault indicate that the Montlake portion of SR-520 may be subject to major earthquake risk. Such risks would be substantially lower in a more northerly crossing. Finally, current information from the Bellevue, King County and Seattle Transportation Departments indicates that rush-hour traffic congestion approaches or exceeds arterial capacity for north and east Bellevue and for major Seattle arterial streets (especially in the area of the City north of the Lake Washington ship canal). A third crossing would alleviate this congestion.

3. The City of Medina has, by Resolution, adopted the following design criteria for inclusion in the EIS:

a. Community Preservation/Restoration

- Significant landscaped lids to reconnect those neighborhoods of our city that were separated in 1960 by the construction of SR-520.
- Noise walls to be used in areas without lids.
- Noise suppression to be used to eliminate noise impacts emanating from lids.
- The area on top of the lids to be used for expansion of the parks and trails; no parking, commercial activity, or residential development will be permitted on top of the lids.

b. Alignment

- Retain the current alignment of the corridor so that no additional property is needed as the roadway comes onto the eastern shore of Lake Washington.

c. Bus Transit Stops

- Maintain Existing Bus flyer stop at Evergreen Point Road.
- Eliminate Evergreen Point Road Park N' Ride.
- No additional Park N' Ride lots created in Medina.

d. Tolls

- If tolls are used to finance the expansion of SR-520, collection stations should be at all ramps and interchanges including I-5, Montlake, Bellevue Way, 148th, etc., and not in the previous Medina location.

e. HCT (If selected for SR 520)

- HCT corridor should be buried in a tunnel below the 520 corridor from Medina Shoreline through the eastern boundary of Yarrow Point and Clyde Hill.
- Ensure the HCT corridor does not become general-purpose lanes.

- No HCT flyer stops or parking facilities in Medina.

f. Interchanges

- Maintain ramps at 84th Avenue NE and 92nd Avenue NE.
- Coordinate 84th Ave NE interchange improvements with the Town of Hunts Point and City of Medina.
- Coordinate 92nd Ave NE interchange improvements with the Town of Yarrow Point.

g. Nature Preserves, Wetlands, Walking Trails, and Streams

- Avoid and protect all wetlands, sensitive areas, and streams in Fairweather Nature Preserve.
- Integrate existing loop walking trails into the new bike lane configurations.

h. Salmon Habitat Preservation & Restoration

- Replace 2 existing culverts under SR-520 with salmon friendly culverts.
- Any new structure and roadway must include storm water runoff management and treatment throughout the corridor system.

i. Elements to Include in the Bridge Design

- Minimize lighting impacts to the City.
- Employ noise absorbing/reduction pavement.
- Reduce grades through communities to reduce vehicle noise
- Eastern High-rise design must minimize shoreline impacts from boating traffic and reduce roadway grade changes within City of Medina.

j. Construction Mitigation

- Enter into agreement with the City of Medina regarding construction hours of work, noise control, dirt control, mitigation, project parking, community cut through traffic, and the resulting impact on the total construction timing on the project.

DB:cpw